

Seattle Residential Parking Zone (RPZ) Program STAFF IDENTIFIED KEY ISSUES

Program purpose

What should be the overall purpose of the Residential Parking Zone program?

Twenty-nine years ago, the RPZ program was created to discourage employee and “hide and park” commuter parking in a neighborhood, and to preserve on-street parking for residents. What should be the program’s purpose now? How can the program balance conflicting goals, such as:

- Preserving residential parking
- Protecting neighborhoods from commuter impacts
- Supporting compact, walkable neighborhoods
- Shifting trips to transit, walking and biking
- Supporting race and social justice and climate initiatives

Defining who can park and what it costs

Who should get a permit? How many permits each? What should a permit cost?

Permits are issued to residents, home health care providers, contractors, and building owners or managers. Households can purchase as many permits as vehicles registered to the address. Residents are also eligible for one guest permit, good all the time. The cost for a permit is \$35 for two years.

Should there be changes to the way it works now? If so:

- **Who?** Residents. Owners of small businesses. Employees of small businesses. Anyone who works in the neighborhood. Commuters. Shoppers.
- **How many?** No limit? One per vehicle? One per driver? One or two per household? Only for vehicles with no off-street parking? How many for non-residents?
- **How much?** Low fees? High fees? Charge more for multiple permits? Charge more/less for non-residents? Set fees only to cover costs? Set fees to achieve policy goals?



Establishing new RPZs

When should new RPZs be established? Who should take the lead? Who should have a say?

RPZs can be formed through a community-initiated process that takes about a year and ultimately requires 60% of the residents to sign a petition. SDOT can also initiate a study on its own. In both cases, the final decision is made by the SDOT director. There are many ways this process could be modified. Should we:

- Keep it the way it is?
- Shift the initiative to SDOT, working with communities and businesses?
- Expand the petition process to require signatures from businesses?
- Set new technical standards for parking supply and demand to guide decisions?
- Consider other approaches? If so, what?